ANCIENT ST. IVES.

Loiterings in the Olden Cornish Seaport Town, Famous in Nursery Rhyme Memory-Glimkes of Glorious Scenery, Odd Bits of Antiquity and the Noted Pilchard Fishery of the Western Cornish

[Copyright, 1892, by Edgar L. Wakeman.] St. IVES, Cornwall, June 18 .- In the tender realm of nursery rhyme lore there is a no pleasanter mysticism than that which clings to the pretty riddle:

As I was going to St. Ives I met a man with seven wives. Each wife had seven sacks; Each sack had seven cats; Each cat had seven kits; Kits, cats, sacks and wives-

How many were there going to St. Ives? So deep and lasting are the impressions of childhood, that as I tramped around the southern reach of St. Ives bay from the pretty hamlet of St. Earth, I found myself unconsciously scanning the highway far ahead for this same wicked old fellow who has puzzled the heads of millions of little But he was not to be seen any more than the "kits, cats, sacks and wives" are to be taken into account in the olden

In truth, no man, woman or child was visible upon the white and circling high-way. St. Earth nestled there silent and apparently deserted against the copse and the hillside. The tide was out in the bay. A few fishermen's boats rocked idly beside mossy old plers. Long reaches of sand showed here and there shining and brown, like the backs of huge marine monsters. Gulls wheeled lazily above. Land and sea fowl chattered in the circling marsh edges or dug in the sand or ooze. Only to the north, through the rift between the headlands, was there single sign of life. On the sapphire blue of the Irish sea there were two far white sails.

But I knew the ancient city lay behind the huge headland, and quickening my pace I soon stood at its sea face and its highest acclivity. Here the highway tum-bles into one of the oddest old towns in all

There are pictures and pictures of the Bay of Naples. But were I an artist, I would stake my hope of renown on the picture I saw as I stood above the bay and ancient town of St. Ives. The bay itself faces the north. At your feet are purple heather and waving ferns parted from the crystalline water by glistening sands. To the right and east the green hillocks of the Eastern shore. Then the broad yel-low beach of Porth-cocking or the Foresand. Dominating this is the greet head-land of Pednolva. Beyond, gleaming like a field of gold, are the magnificent sands of Portminster, and farther still, the headland and rocky islet of Godrevy, with the latter's white lighthouse setting cameolike between the purple of the seawalls and the tremulous blue of the ocean.

Before you, the silent shimmering bay, with a few white winged craft scarcely moving, it seems, the distance is so great from the height where you stand; the ocean beyond shining and blue and still; rhythmic reaches of incoming tide waves, miles in length, advancing and retreating and breaking softly upon the shelving sands in tiny ridges of sparkling spume, and here, to the west, a great mass of jumbled gray-old St. Ives crouching in a little pocket of rocks, like a mass of mossy stone in some shadowy glen, sleeping away the centuries, unconscious of the thunder-

One could almost hurl a stone across its crowded tiled roofs, and yet it houses fully 9,000 people. The streets are so narrow, the pavements so meager, such queer turns are made, such shadowy arcades are penetrated that the surest footed stranger pedestrian will meet many a bump and pang in most careful descent. Then, when you have reached something

like a level, you have simply increased your difficulties. All the lower thoroughfares are scarcely more than shadowy foot paths leading bewilderingly from somewhere to nowhere. This one, opening promisingly, brings you squarely against a solid wall of rock. That one, in half a dozen paces, lands you upon a flat roof, from which you may easily step into the harbor a hundred feet beneath. Another winds about a single structure windowless as a Tenth century fortress. Descending another you find a nest of homes whose roofs are the passageway of a street above. Dozens lead squarely into open doors of fishermen's homes. Many are like galleries before others. Some wind through houses where living rooms of the same house will be found at either side of a publie passage.

And then in what odd nooks the little shops will be found. There is not a single street 100 yards in length where a half dozen shops are continuously located. Even in these you must needs often ascend or descend a story or more. The most are literally hidden or perched in outlandish and out of the way spots, where, if not stumbled upon, one must repeatedly come with a

guide or find rediscovery hopeless.

If you come at last through this labyrinth to the water side you will gaze back along the dormers, penthouses and roofs of the strange old city, and up and on to its terraced heights with increased enthusiasm for its rare quaintness and curious aspects. Tiny towers show here and there as if outjutting from natural rock. Bits of luxuriant foliage and masses of vines seem to spring from the roofs like rich clumps of emerald moss. Spires and wondrously high peaked roofs stand out against the gray and green background like spearheads of unpolished steel. Above all, the handsome terraces and the grand old heights, where once the beacon fires were lighted.

Gray and old as is this Cornish fisher town, but two bits of extreme antiquity remain. Just in the rear of the White Hart inn by the wharfside is a huge pile of greenish slate rock. Built upon this rock, which forms its basement, is a tiny ancient structure known as Carn Glaze house. It was the stronghold of a smuggling, freebooting family in Queen Anne's time, and the myriad weird fisher and seafaring legends of St. Ives have nearly all had their origin in or bear some reference to this grewsome old structure.

The parish church, built straight above the harbor edge, its east window sprayed with the foam of the wild northern tempests, which often lash the harbor furiously, was built in the sixteen years between 1410 and 1426, on the site of an olden structure, founded by St. Ivo, a Persian bishop, who came over from Ireland in the minth century to preach the Gospel to the Cornish Britons.

Some stone carvings and a most beautiful and curious font of the old St. Ivc chapel are still preserved. Perhaps the quaintest carvings in England are to be ound in the present church. They were the work of the then village blacksmith, "a handye and devoute man," who carved the oak of the benches and choir stalls, not omitting to carve the forge, the bellows, hammer and nails and pincers of his own sturdy craft. He threw in a fair supply of Tudor roses, monks and angels, but, as SS. Andrew and Peter are appropriate patrons of the church where countless thousands of fisher folk have worshiped, the good smith also put them into every conceivable beneficent attitude, and as if to intensify their protection of the town of St. Ives and its people also wove fishes.

Judy.

saints and arabesques into most generous and profuse relationship.

these wood carvings are curious studies, some of those in stone are equally outlandish. There are stone grotesques whose equals in strange and meaningless hideonsness can hardly be found elsewhere in Europe. Seven represent mocking, leer-ing faces of men and beasts. Two are dis-tending their mouths with their fingers and protruding their tongues. One is a most horrible figure of an ape, and another

wears a fool's cap of the period.

The stranger will be impressed with the extraordinary elevation of the soil of the tiny churchyard. When the place was first quite filled with the dead the burial place was covered over with several feet of sand and interment went on anew. Three times this was done, when it was finally found that to have repeated the process would have been to bury the church itself.

History, tradition and legend have carved some grim pictures upon the dim back-ground of the past in this old Cornish-fisher town. One historical fact will be sufficiently illustrative. In the Cornish uprising of 1649, its object being the restoraion of the Catholic religion, to which Cornubians remained greatly attached long after the Beformation, John Payne, por-trieve of St. Ives, was one of the inferior leaders. After the defeat of the Cornish, Sir Anthony Kingston, with a royal com-mission, was seeking out and punishing the rebels. He hung the mayor of Bodmin before his own door. St. Ives' portrieve received Sir Anthony humbly, and prepared a great dinner in his honor at the venerable George and Dragon, still stand-

ing in Market square.

During the dinner the portrieve heard the sound of hammering outside, and be ing disturbed was quieted by Sir Anthony with the remark that they were only about to hang a rebel. Dinner over, history relates, the commissioner invited the portrieve to inspect the gallows.

"What say you, master portrieve?" quoth Sir Anthony. "Is you gibbet duly furnished for the hanging of a traitor?" "All seems ready, a'nt please you," was

the prompt rely.
"Then," said the commissioner, turning to a man-at-arms, "secure Master Payne and hang him straightway, for such is the protector's pleasure!"

Master Payne was hanged straightway, but the Cornish, who are Celts, like the Celtic Irish and Celtic Welsh, unpleasantly remember these little after dinner jests of English protectors and kings.

Great was the olden fame of St. Ives as a metropolis of fish and fishermen. It is still the most important of all Cornish fishing ports. Five thousand folk live here on what is harvested from the deep For a thousand years or more, from father to son, from mother to daughter, the line has remained unbroken, has steadily in-creased, and so narrow is the life horizon of all these fishermen and families that not a score of them, it is said, ever see other English land than the hills and headlands of St. Ives' bay, save when at

sea in their own boats.

These boats are all two masted, lug sailed, with round sterns, and range in tonnage from twenty to thirty tons. With complete outfits they cost from £300 to £650. Between 600 and 700 men and youths are employed the year round in fishing During the winter they engage in line fish ing for conger, whiting and ling, also se-curing a few cod. In March the spring mackerel fishing begins; and the St. Ives men are always found on their own grounds, from thirty to fifty miles north west of St. Ives in the Irish sea. Here they remain until the last of June, when they set out for the east coast Scottish herring fisheries, usually selecting grounds in the North sea, opposite the Firth of Forth, or abreast of Coldingham and Ber-

During August they will be found along the east English coast in the neighborhood of Whitby, Scarborough and the Yar-mouth of Dickens' "Peggotys," but are always back to St. Ives for the autumn St. Ives herring fishing, and a large number of their fleet are home in time for possible runs of "pilchers" (pilchards), the "Fair Maids of St. Ives," for which the ancient seaport has been famous for half a thousand years.

As nearly as can be described the pilchard is the sardine of the Mediterranean waters. It makes its appearance at St. Ives, when it comes at all, in tremendous shoals, during the months of September and October. From daylight until sunset of every day during these months watch men called "huers" are stationed at lookouts on Carringgladen and Porthminster hills and Carn Crow's island. Their prac ticed eyes never fail of discerning the ap proach of a shoal of these fish. They come in such vast numbers that the surface of the bay changes its color and often is broken into ripples and foam from the movements of the dense masses of fish.

On sighting a school of pilchards the "huer" first blows a terrific blast upon his speaking trumpet. One blast is sufficient. All St. Ives folk tumble from their homes and rush wildly shouting "Heva" heva!" to the shore. Meantime the great seine boats, ready manned, have put out and are guided wholly in surrounding the shoal by the signaling of the "huer," which is done with a hoop on which white muslin is stretched, to which a long, light handle is attached. It is called "the bush," for in

olden times a bush was used instead. Shooting the seines is so rapidly done at St. Ives that often the entire shoal of pilchards will be literally impounded within ten minutes' time from the "huer's' trumpet signal. Single catches of pilchards have exceeded 6,000 hogsheads of salted and cured fish. Of late years the St. Ives pilchard fishery has been uncertain; but in 1889 there were 8,000 half casks of 214 pounds each taken. They are shipped to various Mediterranean ports for use in the Lenten season, Italy being the largest sustomer.

The St. Ives fisher folk are noted for their simplicity and piety. They are nearly all fervent Methodists, honest, superstitious, humble and good. They live in as great comfort as the fisher folk of Newhaven, in Scotland, and the man is more the master of his home and belongings. They are the most scrupulously clean and thrifty folk of this sort I have ever met. The women, though strong and brawny, have few of the Billingsgate characteris tics of the fishwives of the English east coast, of Scotland, and of Galway and the rish west coast. They mend the nets and "bulk," or pack, the pilchards. They are very domestic, and their prayer meetings and strict Sabbath keeping, though they are woefully ignorant, have done these St. Ives fisher folk no hurt or harm.
EDGAR L. WAKEMAN.

The Polite Letter Writer.



Mistress (writing a letter for her maid)-Anything more?

Maid—Just say, please, miss, that my

TO EXPEL SCROFULA

from the system, take

AYER'S Sarsaparilla

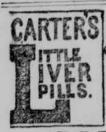
the standard blood-purifier and tonic. It

Cures Others will cure you.



popular drink of the day. Hires Root Beer.

A perfect thirst quencher. Don't be deceived if a dealer, for the sake of larger profit, tells you some other kind is "just as good "-tis faise. No imitation is as good as the genuine Hirkes".





SICK

Headache, yet Carren's Little Lives Price are equally valuable in Constitution, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the litter and regulate the bowess. Even if they only cured

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who ence try them will find these little pills valuable in so many ways that they will not be willing to do without them, but after all sick head

is the bane of so many lives that here is where we make our great boast. Our pills cure is while others do not.

is the bane of so many lives that here is where we make our great boast. Our pills cure is while others do not.

Carren's Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 26 cents; live for \$1. Sold everywhere, or sent by mail.

CARTER MEDIONIE CO., New York. Small Fill. Small Dosa. Small Price.

PROPOSALS.

EASTERN LUNATIO ASYLUM.) WILLIAMSTER, LESATIC ASTRONAUM TO THE UNDERSIGNED WILL, UNTIL 12 o'clock M. of THURSDAY, July 21, 1892, receive SEALED PROPOSALS for furnishing this institution with the following for the ensuing quarter, aeginning July 1, 1892: GROCERIES. GROCERIES.

160 barrels FAMILY FLOUR. 830 bushels CORN MEAL (50 pounds per

S90 bushels CORN MEAR CO POUR bushel).

10,000 pounds SHOULDER BACON.
1,200 pounds PURE LARD.
5,800 pounds GRANULATED SUGAR.
2,000 pounds YELLOW SUGAR.
1,800 pounds LAGUAYRA COFFEE.
400 pounds GREEN TEA.
1,300 pounds RICE. Copounds RICE,
1200 pounds RICE,
280 pounds SODA CRACKERS,
900 pounds LAUNDRY SOAP,
180 gallons MOLASSES,
90 gallons WINEGAR,
20 gallons SHERRY WINE,
10 barrels HERRINGS,
45 gallons RYE WHISKY,
DEV GOODS,

DRY GOODS.

500 yards LOMESTICS, good.
600 yards GINGHAMS.
500 yards GINGHAMS.
500 yards BLEACHED COTTON.
1,500 yards BLEACHED COTTON.
1,500 yards BROWN COTTON.
100 pairs BLANKETS.
75 BED SPREADS or QUILTS.
6 dozen MEN'S UNDERSHIRTS.
125 pairs MEN'S SHOES, Nos. 15-6, 23-7, 22-8,
10-9, 20-10, 15-11, 10-12, 10-13.
75 pairs WOMEN'S SHOES, Nos. 10-3, 15-4, 20-5,
20-6, 10-7. DRY GOODS.

60 dozen HALF HOSE.

20-5. 10-7.

60 dozen HALF HOSE.

45 dozen HOSE.

Parties may bid for any one or more of the articles above. All are required to furnish with bids samples to be examined by the Board of Directors at their meeting July 22 1892.

Articles must in all cases come fully up to samples, otherwise to be returned at bidder's expense. All goods must be delivered, freight prepaid, at the Williamsburg depot on or before the STH DAY OF JULY. 1892, unless otherwise required by the undersigned. Paymens to be made within thirty days after receipt of goods. No payments to be made until contract has been faithfully complied with.

Eidders must STATE PRICES on EACH SAMPLE and designate their samples WITH A PRIVATE MARK. Do not use same mark as in former bids, but name of BIDDER MUST NOT APPEAR on samples.

A list of bidder's samples, prices, mark and name must be scaled and addressed to the Board of Directors.care of the undersigned. The right is reserved to award the contracts to any one or more of the bidders, or reject any or all of the bids offered.

Samples should be marked, "To Furnish Supples" and addressed to

CITY ENGINEER'S OFFICE.)

CITY ENGINEER'S OFFICE.)

RICHMOND, VA., July 18, 1892.

SEALED PROPOSALS WILL, BE RECEIVED of clock P. M., for furnishing fuell, for a term of one year from August 1, 1892.

All coal to be weighed at the city scale-house by the weighmaster and paid for by the city, and no payments will be made unless each load is weighed and the weighmaster's ticket accompanies the coal tickets.

Information furnished upon application at this office.

this office.

The Committee on Grounds and Buildings reserve the right to reject any or all proposals offered.

W. E. Clubblaw.

City Engineer.

TO PRINTERS.

FOR SALE AT A HEAVY DISCOUNT

1 Hoe Drum Press, bed s0x55, \$1,000.
1 Five-Page Folding Machine, 38x18, \$330,
1 Hand-Power Paper-Lutter, 30, \$83.
2 Gordon Job Presses, bed 9x14, plate 14, each
175. Ali in good order.
J. Dr.W. CHURCHILL.
Postoffice Box 20e,
jy 12-tu.th&salot Hichmond, Va.

DR. H. CLERY'S REMEDY FOR ASTHMA, NEURALGIA,

Dynhaling the smoke of the burning powders, according to full direction enclosed in each package matant relief is obtained, speedy cure guaranteed. E. FOUSERA & CO., AGENTS, 38 NORTH WILLIAM ST., N. L.

TINANCIAL.

RICHMOND AND DANVILLE RAILROAD Co.,
F. W. HUIDENOPER AND REUBEN FOSTER.

RECEIVERS.

OPPICE OF GENERAL MANAGER.

WASHINGTON. D. C., July 9, 1892.

NOTICE.—A L L FERSONS HOLDING
CLAIMS against the RICHMOND AND
DANVILLE RAILROAD COMPANY for materials and supplies furnished within the period
of six months prior to June 16, 1892, by them to
any of the roads now controlled by the receivers of this company, are hereby advised that
all such claims are now being prepared for the
approval of the master representing the Court,
and as soon as they are passed by him will be
paid immediately—as rapidly as they can be
sent out—and such claimants are furthermore
advised that it is unnecessary to employ agents
or attorneys to collect them.

W. H. GREEN.

jy 12-3t

General Manager.

MONEY TO LOAN IN SUMS FROM \$100 TO brokerage. J. W. ANDERSON, 11 north Tenth

INVESTMENTS! CITY BONDS.

STATE BONDS, RAILROAD BONDS

AND OTHER HIGH-GRADE SECURITIES FOR SALE TO INVESTORS AT MARKET PRICES.

Maturing bonds and coupons and dividend orders collected for clients without charge.

We draw our own BILLS OF EXCHANGE on correspondents in more than one thousand cities and towns in EUROPE, ASIA, AFRICA and SOUTH AMERICA, and furnish travelers with LETTERS OF CREDIT available everywhere. JOHN L. WILLIAMS & SONS. Eankers. corner Tenth and Main streets.

MERCHANTS' AND PLANTERS'

SAVINGS BANK

JOHN H. MONTAGUE, President. H. A. WILLIAMS, Cashier.

Capital, -

- - \$100,0003

N. W. NELSON, CARTER,
THOMAS N. CARTER,
JOHN C. SHAFER,
THOMAS G. JACKSON,
JOANETH HALL,
B. C. WAERRY,
JOHN H. MONTAGUE,
E. R. ARCHER.

Deposits Received and Interest Allowed. LOANS NEGOTIATED. ap13-tf

J. P. Branch, Pres. FRED. R. Scott, V.-Pres. John F. Glenn, Cash.

MERCHANTS' NATIONAL BANK OF BICHMOND.

DESIGNATED CITY, STATE AND GOVERNMENT DEPOSITORY.
CAPITAL \$30,000.
SURPLUS AND \$194,048.57.

Unnivided Profits:

Collection facilities unsurpassed: items collected at most reasonable rates on any part of the world, especially on points in the Virginias and Carolinas. Interest allowed by special agreement. Carolinas. Interest allowed by special agreement.
New lork correspondents: National Hank of
Commerce, United States National Hank, Western National Bank, Third National Bank and
Tradesmen's National Bank.
Foreign exchange bought and sold.
Correspondence and business solicited.

fell-lyr

THOMAS BRANCH & CO., BANKERS AND BROKERS.

1101 MAIN STREET. Foreign exchange bought and sold. Letters of Credit.

BARTON HEIGHTS. HOUSES AND LOTS FOR SALE MONTHLY PAYMENTS.

Only a mile and a quarter from centre of the city. Viaduct in process of erection. Stoppaying rent and own your home. Apply to JAMES H. BARTON,

fe 27-1y 819 MAIN OR BARTON HEIGHTS.

FOR RENT.

FOR RENT.—WANTED TO RENT, A WELL lighted room with power suitable for light manufacturing purposes. Heated by steam. Conveniently located as to wharves and railroad. Address, B. F. JOHNSON & CO., Twenty-sixth and Main streets, Richmond, Va. au27-thtf

EXCURSIONS, &c. EXCURSION TO PROVIDENCE FORGE -31Y-

ST. PATRICK'S CHURCH. WEDNESDAY, July 20th. '92. Tickets: Adults 50c, children 25c.

Every adult ticket is entitled to a chance on a fine cooking stove dinner and refreshments will be furnished. At kinds of games will be furnished. At kinds of games will be indulged in such as quait-pitching, sack-racing, swimming matches, glass-ball shooting, taking matches, etc. Dinner furnished at 20. Train will leave Froad-street station at 8:30; Fulton 9 A. M.

Committee of Arranyaments.

8:20; Fulton 9 A. M.

Committee of Arrangements:

JOSEPH J. COMPUDONICO, Chairman.

THOMAS H. DAVIS, JOHN BOACH,

HENRY M'KENLY, THOMAS BEGLEY,

JOHN RYAN, JAMES E. GRADY,

JOHN T. NAGLE, CHARLES MAHONEY,

THOMAS SHEEHY, Secretary.

by 14-th, su, tu, 3t.

EXCURSION TO WASHINGTON MONDAY MORNING, JULY 187H.

Train leaves Elba at 8 o'clock A. M., returning leaves Washington Tuesday evening, July 19th. at 70 clock P. M. Round trip \$2.50. We run only first-class excursions to Washington.

179-td CLASH, THOMPSON & CO.

BOMBARDMENT OF FORT SUMTER.

This Great Historic Event will be represented SATURDAY, JULY 16TH. A'T

WARWICK PARK,

PYROTECHNIC DISPLAY.

During the battle a vessel will be set on fire and destroyed by torpedoes: to conclude with the capture and blowing up of the fort. Boats leave the wharf at 6 and 8 F. M. Car-riages can be ordered to meet the return boats

Fare for round trip, 50 cents. WANTS.

WANTED-A LADY GRADUATE, QUALI, Mathematics and instrumental Music desires a situation in a school or private family. Has had six years an easiful experience, and can include good testimentals and references. Please state salary and address "6." care is a POLLAND, Esq., Cumnor, Va. jyii-th, su.tnSw

WANTED-THE ADDRESS OF A MEMBER of the feventh or Ninth Virginia Confederate cavalry. Address CYRUS DEMARKE, Lawrenceburg, Ind. EVERYBODY TO KNOW THAT AT THE corner Eighth and Main streets there is a FIRST-CLASS RETAIL DRUG STORE. Open all night. Best Soda Water, Cooling Drinks and Cigars.

WANTED TO RENT AN EXCELLENT room near the corner of Sixth and Franklin streets for the summer mouths at reduced rates. Call at No. 9 north Sixth between the hours of 9 and 11 A. M. and 6 and 7 P. M. je20-tf

Na. W HorfolksWestern R.R.

SCHEDULE IN EFFECT MAY 22, 1892.
LEAVE RICHMOND CHILTY,
EFFECT STATION.
9:20 A. M., Richmond and Norfolk through
express. Arrive Norfolk 11:25 A. M.
Stops only at Peteraburg. Waverly
and Suffolk.
9:00 A. M., For Lynchburg, Roamoke and intermediate stations. No connection

9:00 A. M., For Lynchburg, Roznoke and intermediate stations. No connection beyond Ecanoke except for Winston-Salem division.

12:20 P. M., For Roznoke. Radford. Pulaski, Bristoi and all points South and West via the East Tennessee, Virginia and Georgia railroad. Parior car Petersburg to Roznoke, and Puliman sleeper Roznoke to Remphis via Knoxville and Chattanooga.

phis via Knoxville and Chattaphis via Knoxville and Chattanooga.

2:58 P. M., Daily for Suffolk, Norfolk and intermediate stations, arrives at Norfolk at 6 P. M.

5:45 P. M., Arrives at Norfolk as 9:20 P. M.

11:40 P. M., For Roanoke, Radford, Pulasat,
Bristol. Also for Equencial, Pocabontas, Elkhorns and stations on
Clinch Valley Division. Also for
Louisville and stations on Minston.
Salem division. Pulman palace
sleeper between Richmond and
Lynchburg. Bertha ready for occupancy at 9:00 P. M. Also Pullman
sleeper Petersburg to Louisville
via Norton, and Roanoke to Memphis and New Orleans via Knoxville
and Chattanooga.

Trains arrive Richmond from Lynchburg and
the West daily at 7:44 A. M., 2:15 P. M. and 7:45
P. M.; from Norfolk and the Rast at 10:30 A. M.,
2:15 P. M. and 6:38 P. M.

Tickets, bargage-checks, and all information
can be obtained at Richmond and Petersburg
railroad depot; A. W. Gerber's, 901 Kain street;
and at the Company's office, 839 east Main
street.

Passenger Agent.
W. E. BEVILL.

R. W. COURTNEY.

Passenger Agent.
W. B. BEVILL.

General Passenger Agent

RICHMOND, FREDERICKSBURG AND PO. TOMAG BAILBOAD. Scholale commens. Eastern standard time.

10. TOMAG RAILEOAD.—Schedule commenoing APRIL 25. 1922. Pastern standard time.

8:91 A. M. leaves Byrd-street station daily;
stops only at Ashland, Doswell,
Milford, Fredericksburg, Brooks
and Widowater. Sleeper Washing,
ton and New York, Arrives at
Washington at 1971 P. M.; Baltimore, 1: P. M.; Philadelphia, 3:48
P. M.; New York, 10:49 P. M.

11:50 A. M., leaves Byrd-street station daily except Sunday, Buffet Parlor Car
Richmond to New York, Arrives
at Washington at 4:10 P. M.; Baltimore, 5:24 P. M.; Philadelphia, 7:49
P. M.; New York, 10:25 P. M.

7:05 P. M., leaves Byrd-street station daily.
Sleeping car Richmond to New
York, Stops only at Ashland. Doswell, Milford, Fredericksburg,
Brooke and Widewater. Stops at
other stations on Sundays. Arrives
at Washington at 1:10 P. M.; Baltimore, 12:35 A. M.; Philadelphia, 1:43
A. M.; New York, 6:50 A. M.

8:50 A. M., arrives at Byrd-street station daily.
Sleeper from New York, Stops only
at Widewater, Brooke, Fredericksburg, Milford, lowell and Ashland. Stops at other stations on
Sundays, Leaves Washington at
12:38 P. M., arrives at Byrd-street station daily.
Stops at Fredericksburg, Milford,
Do well and Ashland. Sleeper
from New York to Washington and
tashington to Renmond. does
not stop at Elba. Leaves Washington at 10:57 A. M.

9:35 P. M., arrives at Byrd-street station daily except Sunday. Buffet Parlor Car New York to Richmond. Leaves Washington at 5:07 P. M.
FREDERICKSBURG ACCOMMODATION.

DAILY EXCEPT SUNDAY. 4.00 P. M., leaves Byrd-street station; arrives at Fredericksburg at 8:30 P. M. sarrives at Byrd-street station; leaves Fredericksburg at 6:00 A. M. ASHLAND TRAINS.

ASHLAND TRAINS.
DAILY EXORPT SUNDAY.
6:68 A. M., leaves Elba; arrives at Ashland at
6:12 P. M., leaves Elba; arrives at Ashland at
6:12 P. M. arrives at Elba; leaves Ashland at
6:15 P. M. arrives at Elba; leaves Ashland at
6:15 P. M. C. A. TAYLOR, Traffic Manager.
E. T. D. Mysss, General Superintendent.

A TLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAILROAD TIME TABLE. Commencing SUNDAY, MAY 22, 1892, at 2 A. M., trains on this road will run as follows:

TRAINS SOUTHWARD. No. Richmond. Petersburg.

9:00 A. M. 9:35 A. M. Norfolk Special.

9:15 A. M. 10:00 A. M. Through Train.

8:10 P. M. 8:55 P. M. Accommodation.

12:30 P. M. 1:00 P. M. Accommodation.

2:58 P. M. 3:35 P. M. Fast Mail.

5:45 P. M. 6:40 P. M. Norfolk Connec'n.

11:30 P. M. 12:23 A. M. Accommodation.

7:10 A. M. 8:20 A. M. Sunday Accom.

4:50 P. M. 5:45 P. M. Sunday Accom.

TRAINS NORTHWARD.

No. Leave Arrri Petersburg. Richmo

STOPPING PLACES.

Nos. 14, 33 and 25 make no stops. Nos. 23, 34 and 78 stop on signal at Manchester. Drewry a, Centralia and Chester. No. 23 stops on signal at Manchester only for passengers purchasing tickets to regular stopping places for this train south of Petersburg. Nos. 25, 25, 27, 28, 39, 0, 41, 42, 43, 44 and 45 will stop on signal at all stations. Pullman Palace Buffet sleeping cars on all through trains. On trains Nos. 35 and 14 sleeping-cars between Hichmond and Lynchburg, Ya.

NEW LINE TO ACLARAGE.

NEW LINE TO ATLANTA, GA.

NEW LINE TO ATLANTA, GA.

Leaving Richmond 9:15 A. M. daily; arriving Weldon 12:29 P. M. and at Atlanta 9 A. M. via 8. A. L. Through sleepers Richmond to Weldon and Weldon to Atlanta.

THE ONLY ALL-RAIL LINE TO NORFOLK.

Eave.

Richmond. '9:00 A. M. Norfolk. 11:35 A. M. Richmond. '9:00 A. M. Norfolk. 11:35 A. M. Richmond. '5:45 P. M. Norfolk. 9:20 P. M. Norfolk. 7:30 A. M. Richmond. 6:39 P. M. Norfolk. '4:00 P. M. Richmond. 6:38 P. M. The trains leaving Richmond at 9:00 A. M. and Norfolk at 4:00 P. M. are solid trains between these two points, and passengers go through without change of cars. Close connections are also made at Petersburg by the 5:45 P. M. and 2:58 P. M. trains from Richmond at 9:00 A. M. 19:29 P. M. and 11:40 P. M., and arriving at Richmond at 7:44 A. M. 2:35 P. M. and 7:55 P. M. make close connection at Petersburg to and from Farmville, Lynchburg and West.

R. M. SCLLY.

Superintendant.

E. T. D. MYEES.

F. T. D. MYFES, General Superintendent. T. M. EMERSON, Traffic Manager.

RICHMOND CITY AND SEVEN PINES

Trains leave station, Twenty-sixth and P

streets, as follows:

Leave
Richmond.

6:39 A. M.

12:00 M.

5:30 P. M.

7:15 P. M.

SUNDAY. SUNDAY. Leave Seven Pinea SEO A. M. HISO A. M. BEO P. M. Leave Richmond.

Forty-five minutes' run each way. Electric cars pass station.
Forfurther information call Phones No. 5 or In effect June 1, 1892.

FARMVILLE AND POWHATAN RAILROAD.
General Office, No. 703 east Main street.
Schedule in effect stay 21, 1892.
LEAVE RICHMOND:

12.23 P. M. via Atlantic Coast Line for Farm-ville and intermediate points west 5:45 P. M., via Atlantic Coast Line for Bermuda.

10:30 A. M., via Atlantic Coast Line from Farm-10:30 A. M., via Atlantic Coast Line from Farmville and intermediate stations west
of Chester.
8:25 A. M., via Atlantic Coast Line from Bermads.
All trains daily except Sunday.
Tickets on sale and baggage checked though
at UNION DEPOT.
R. P. WILSON,
General Freight and Passenger Agent.
JAMES R. WERTH, General Manager.

apply

PILES Remody Froe. HISTART RELIEF, Final curpic blodgy. Never returns; as purge; no salve; no suppository. A victum tried in vain wery remoth has discovered a simple cure, which he will mail free to his follow sufferent. Address J.H. BERVES, Box 3290, New Yerk City, N.T.

KAILROADS.

RICHMOND & DANVILLE R. R.

SHORTEST AND QUICKEST ROUTE SOUTH

SCHEDULE IN EFFECT MAY 29, 1811

LEAVE RICHMOND:

TRAIN NO. 11, 3:20 A. M.

COUTHERN EXPRESS, daily for Danvilla, Officensboro, Winston-Salem, Connects as Reveytile to Clarksyille, Oxford, Henderson, Durham and Raleigh through siegeer Richmond to Randleman, Salisbury, Asheville, Hot Springs, Charlotte, Columbia, Aikea, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California, Pullman palsoo sleeping-cars Richmond to Danville and Danville to Asheville, Hot Springs and Ruoxville, also Danville to Atlanta.

TARIN No. 2, 2:00 P. M.

TARIN MAIL, daily, for all points South and Soutwest. Connects at Danville with Pullman Sleeper for Augusta and Atlanta; at Greenshoro for Durham, Raleigh, &c. Connects at Salisbury for Asheville and Western North Carolina stations. Washington and Southwest Vestibuled Limited, south-bound, leaves Danville 5:50 A. M.

TRAIN No. 17, 6:00 P. M.

A MELIA ACCOMMODATION, daily accept

A MELIA ACCOMMODATION. daily except Sunday for Amelia Courthouse and intermediate points.

ARILIVE AT RICHMOND.

Train No. 12, 7:10 A. M.: No. 10, 5:30 P. M.; Na. 18, 8:45 A. M.

YORK RIVER LINE VIA WEST POINT. DAILY EXCEPT SUNDAY.

THE FAVORITE ROUTE TO BALTIMORE PHILADELPHIA AND NEW YORK

LEAVE RICHMOND:
TRAIN NO. 10, 3:10 P. M.

LOCAL EXPRESS daily, except Sunday,
Stops at all stations. At Lester Manor connects with stage for vialkerton; also connects
with Saltimore steamer at West Point.
TRAIN No. 16, 4:46 P. M.

BALTIMORE LIMITED daily, except Sunday, for West Point, connecting with York
river steamer for Baltimore. At Baltimore
steamers connect with Baltimore and Ohio rallroad for Washington. Philadelphia and New
York, FARE: Richmond to Baltimore, \$2; to
Washington, \$3; to Philadelphia, \$4.80; New
York, \$7.30.
STEAMERS LEAVE BALTIMORE S P. M.
FOR WEST POINT, daily, except Sunday,
to Bichmond, arriving at 9:05 A. M. and 10:47
A. M.
TRAIN No. 40, 8:30 A. M.

TOCAL MIXED, daily, except Sunday; leaves

TRAIN No. 40, 8:30 A. M. and 10:17

I OCAL MIXED, daily, except Sunday: leaves and intermediate points.
Ticket office at station foot of Virginia street ones 8:30 A. M. to 6:30 P. M., and from 9:30 to City ticket office.

8:30 A. M.
City ticket office, 901 Main street.
SOL. HAAS.
W. A. TURK,
Traffic Manager.
Gen. Passenger Agent.
W. H. GREEN, General Manager.
E. BERKELEY, Superintendent.
J. S. POTTS, Passenger Agent.
919 Main street, Richmond.

CHESAPEAKE AND OHIO RAILWAY COM-

SCHEDULE IN EFFECT JUNE 26, 1892.

No. Richmond. BROAD-STREET STATION. 2- 6:00 A. M. Daily for Old Point.
32- 9:00 A. M. Daily for Norfolk and Old Pt.
Stops only at Williamsburg.
5- 8:20 A. M. Except Sunday for Clifton Figs
1- 2:00 P. M. Daily for Cincinnati.
3- 10:45 P. M. Daily for Cincinnati.
31- 6:35 P. M. Daily for Doswell.

No. Richmond. EIGHTH-STREET STATION. 9:00 A. M. Daily for Lyn'bg&Clifton Fga 4:30 P. M. Daily for Lynchburg.

No. 5. Parlor Car for Clifton Forge connects at Gordonaville for Washington; at V. M. Junction for Lynchburg; at Basic City for Shenandoah Valley, North and South, and at Staunton for Harper's Ferry.

No. 1. Pullman for Cincinnati and St. Louis; supper in Dining Car.

No. 3. Pullman and Dining Car for Cincinnati.

No. 3. Pullman for Old Point, connects at Old Point for Norfolk daily except Sunday.

No. 2. Vestibule train for Old Point and Norfolk.

No. 4. Pullman for Old Point, connects for Norfolk.

No. 9. Solid train for Lynchburg and Clifton Forge.

No. 1. Parlor Car for Lynchburg and Clifton Forge.

No. 11. Parlor Car for Lynchburg. TRAINS ARRIVE AT RICHMOND.

Arrive. | BROAD-ST. STATION. Daily from N'rf'lk and Old P't.
Daily from N'rf'lk and Old P't.
Daily from N'rf'lk and Old P't.
Daily from Cincinnat.
Daily from Doswell.
Daily from Cincinnat.
Ex. Sunday from Clifton P'ge.

| EIGHTH-ST. STATION. 12- 8:20 A. M. Daily from Lichb'g & Cliff n F g JOHN D. POTTS.

Division Passenger Ageat. STEAMSHIPS.

VIRGINIA STEAMBOAT COMPANYS

VIRGINIA STEAMBOAT COMPANYS

VIRGINIA STEAMBOAT COMPANYS

Cheapest and most pleasant route to Norfolk.

Portsmouth, Old Point, Newport News, Claremont and James River landings. Connections:

At NEWPORT NEWS The FON A and NOR
FOLK for Hampton and Smithfield. Va. Washington, D. C., Baitimore, Philadelphia and New

Fork James tiver by daylight. Great tourist

time Jamestown, dutch cap and war scenery.

Rates less than half charged by rail. Fare to

Fortsmouth and Norfolk, \$1 M; \$2.50 round trip;

\$1 second.class. I caves Richmond every MON.

DAY, WEDNESDAY AND FRIDAY AT 7. A. M.

(STREET.CARS GO DIRECTLY TO STEAM
ER'S WHARF) for above-named places. Through

tickets on sale on steamer and at Garber's

Agency. No. 201 Main street, Baggage checked

through. tate-fooms engaged for day or night.

Freight: Freight received daile for above
named places and Fastern North Carolina

also, for Eastern Shore of Virginia and all

regular landings on the James rive, at LOW
EST HATES, and through bills issued.

No. 1117 Main street and Rocketts.

IEVIN WEISIGER, Freight and Passenger Agent.

OLD DOMINION STEAMSHIP COMPANY.

FOR NEW YORK.
Steamers leave Richmond EVERY TURSDAY
and FRIDAY. Manifest closed one hour before and FRIDAY. Manifest closed one hour before asiling time.

Steamers leave New York for Richmond EVERY WEDNESDAY and SATURDAY at 5 i. M. arriving in Richmond MONDAY and FRIDAY mornings.

Passenger accommodations unsurpassed.

Cabin fare to New York via James river route (including meals and berth). \$ 9 00 Round-trip tickets, timited to thirty days after date of issue. 14 00 Steerage, with subsistence 6 00 Sperage, with subsistence 5 00 Cabin fare via Chesapeake and Ohio rail-road. 9 00

Cabin fare via Richmond and Petersburg

Cabin fare via Richmond and Petersburg
railroad.

Tickets can be obtained at A. W. Garber's, 901
Main street; Chesapeake and Ohio and Richmond and Petersburg depots, and at company's
offices, 1301 Main street, and wharf, Rocketts.
Freight received daily until 5 P. M.
Passengers leaving Richmond on MONDAYS,
WEDNESDAYS, THURSDAYS and SATURDAYS by the Chesapeake and Ohio railway (via
Newport News) at 9: 0 A. M. and 3:30 P. M., and
by Richmond and Petersburg railroad, same
days, at 9 A. M. and 2:38 P. M. with make conpection at Norfolk with steamers leaving those
(32)

GEORGE W. ALLEN & CO., Agents,
No. 1801 Main street, and
jac-tf Company's Wharf, Rocketts.

